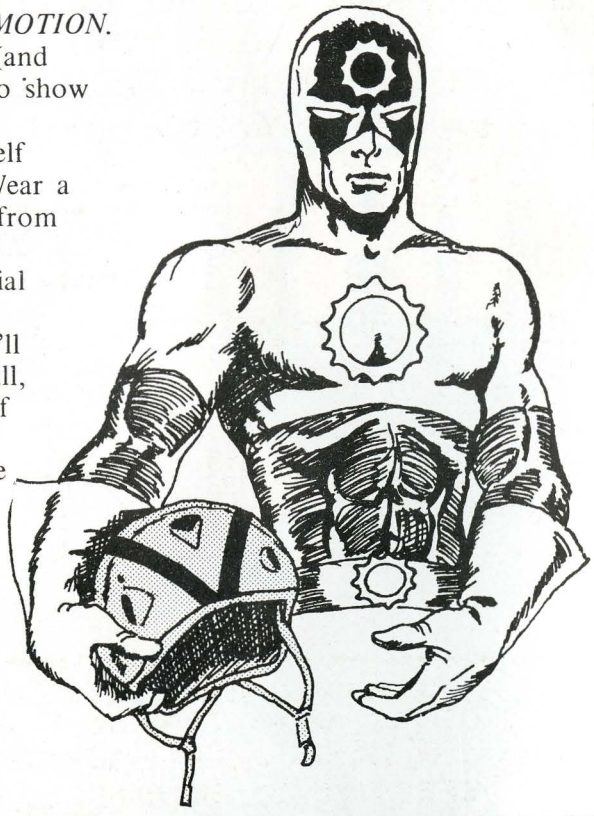
SPROCKET MAN
Louis Jackson

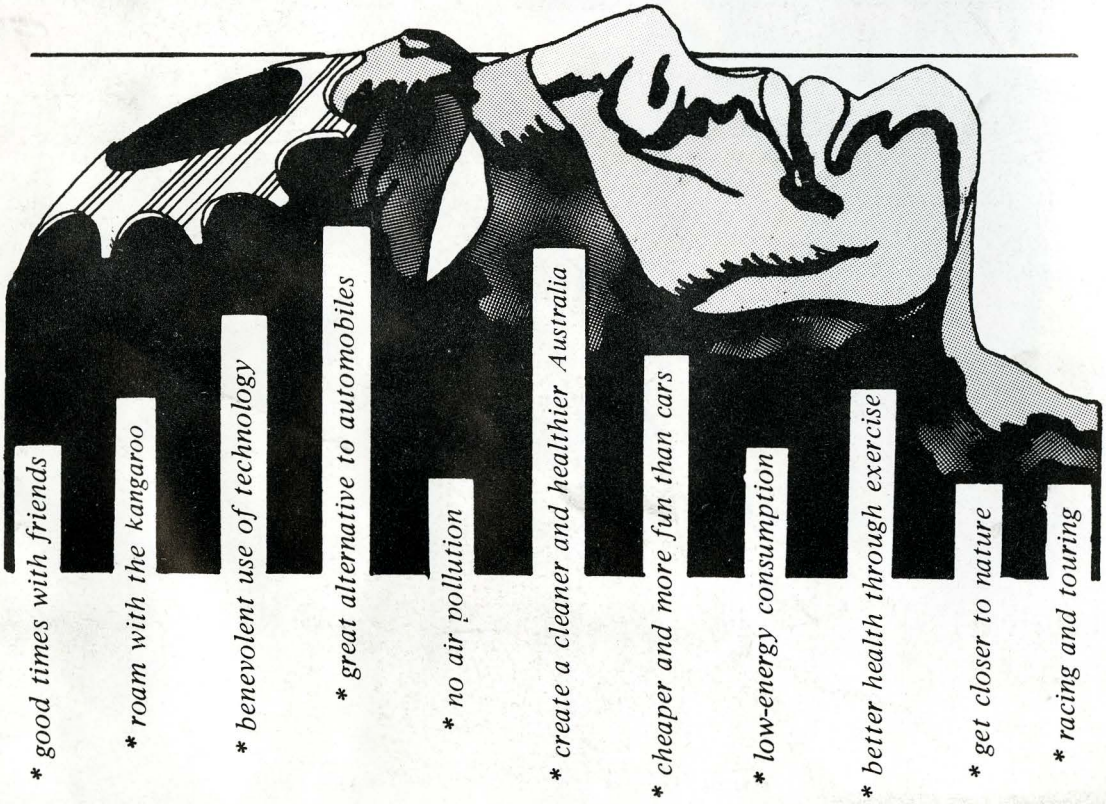
BICYCLING IS POETRY IN MOTION. While aiding your mind and body (and your transportation needs), you also show care for the world around you.

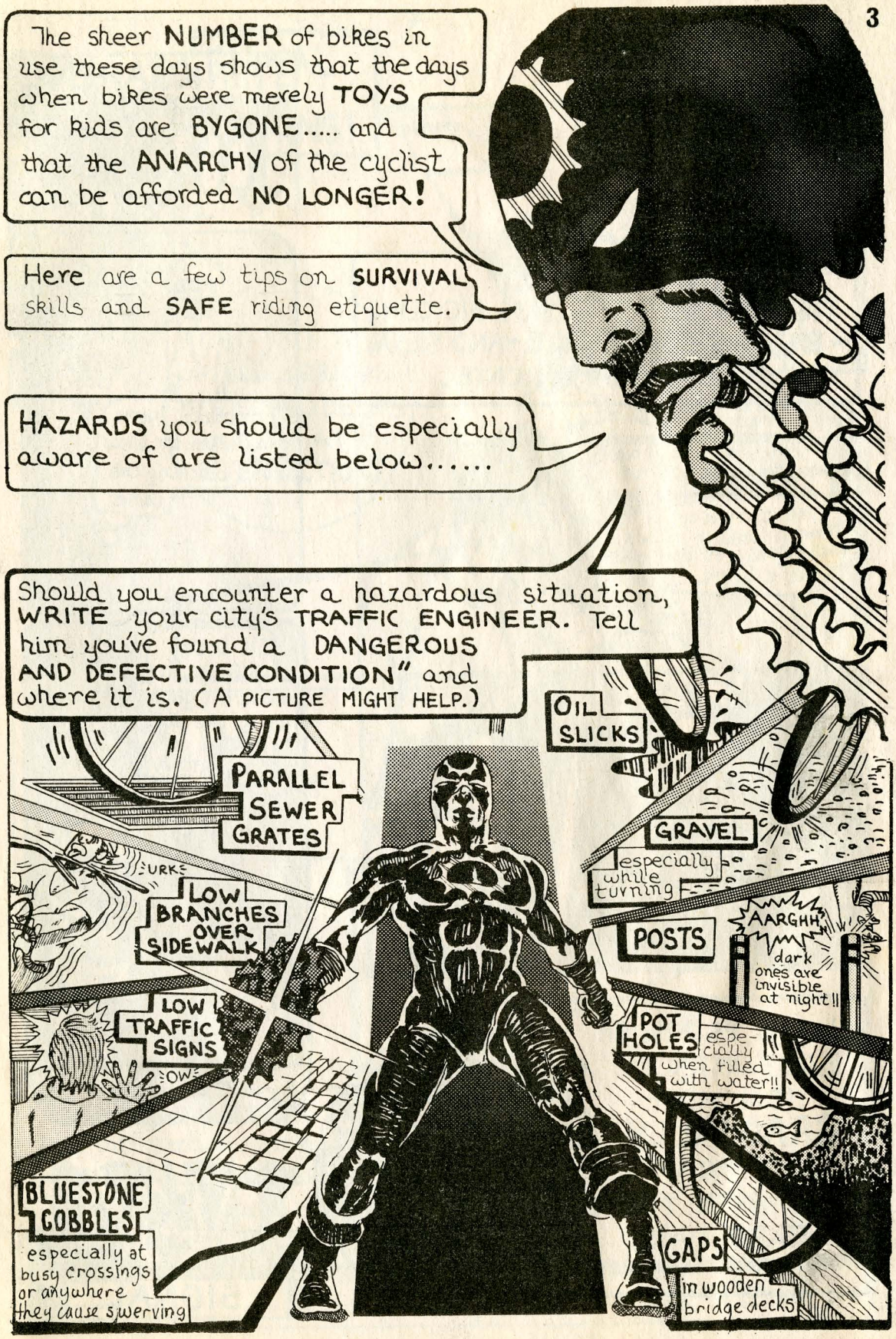
Show that you care for yourself and for others—RIDE SAFELY. Wear a bicycle helmet to protect yourself from head injuries, the leading cause of death to bicyclists. (I wear a special shock-resistant mask.)

Practice the survival skills you'll learn from my comic, and, above all, HAVE FUN. Enjoy the benefits of bicycling (some of which are listed below), and follow the spirit of the kudjur who has written—

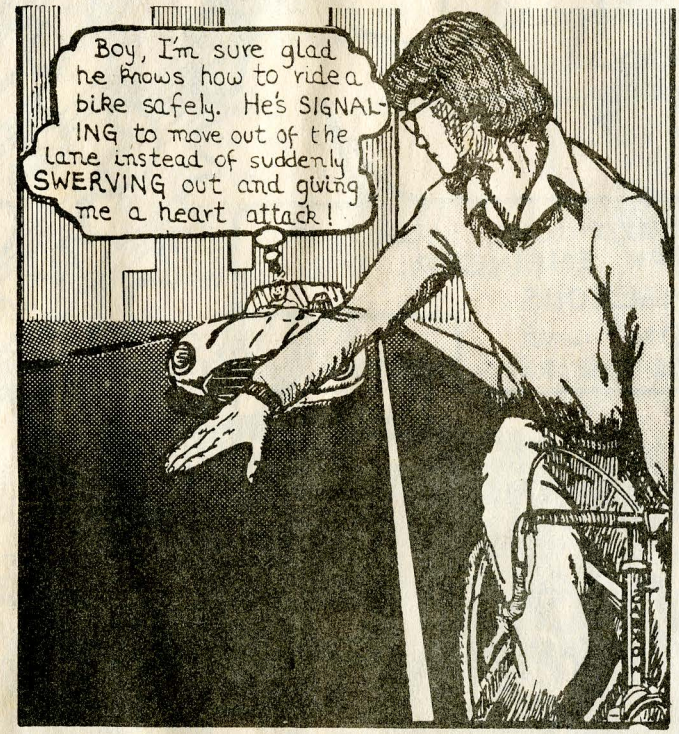
Cruising with the kangaroo
This earth my home
Healthy, eating well
More with less, that's best
Come ride with me
Roaming free



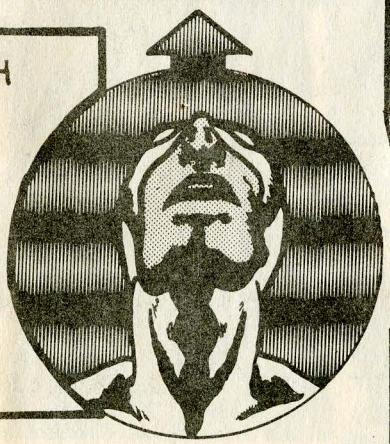

* good times with friends
* roam with the kangaroo
* benevolent use of technology
* great alternative to automobiles
* no air pollution
* create a cleaner and healthier Australia
* cheaper and more fun than cars
* low-energy consumption
* better health through exercise
* get closer to nature
* racing and touring

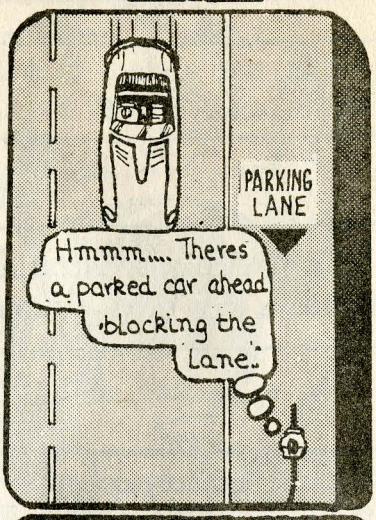

The sheer NUMBER of bikes in use these days shows that the days when bikes were merely TOYS for kids are BYGONE..... and that the ANARCHY of the cyclist can be afforded NO LONGER!
Here are a few tips on SURVIVAL skills and SAFE riding etiquette.
HAZARDS you should be especially aware of are listed below.....
Should you encounter a hazardous situation, WRITE your city's TRAFFIC ENGINEER. Tell him you've found a DANGEROUS AND DEFECTIVE CONDITION" and where it is. (A PICTURE MIGHT HELP.)
OIL SLICKS
PARALLEL SEWER GRATES
URK
GRAVEL
especially while turning
LOW BRANCHES OVER SIDEWALK
POSTS
AARGHH
dark ones are invisible at night!!
LOW TRAFFIC SIGNS
OW
POT HOLES
especially when filled with water!!
BLUESTONE COBBLES
especially at busy crossings or anywhere they cause swerving
GAPS
in wooden bridge decks

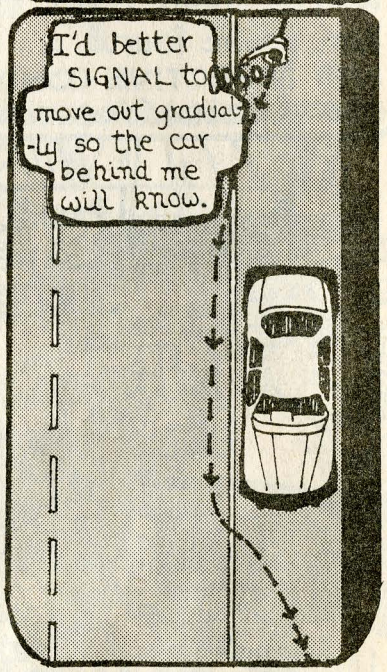
THE KEY CONCEPT TO SAFE BICYCLING -**BE PREDICTABLE**- AND SIGNAL YOUR MOVES!! COMMUNICATE.

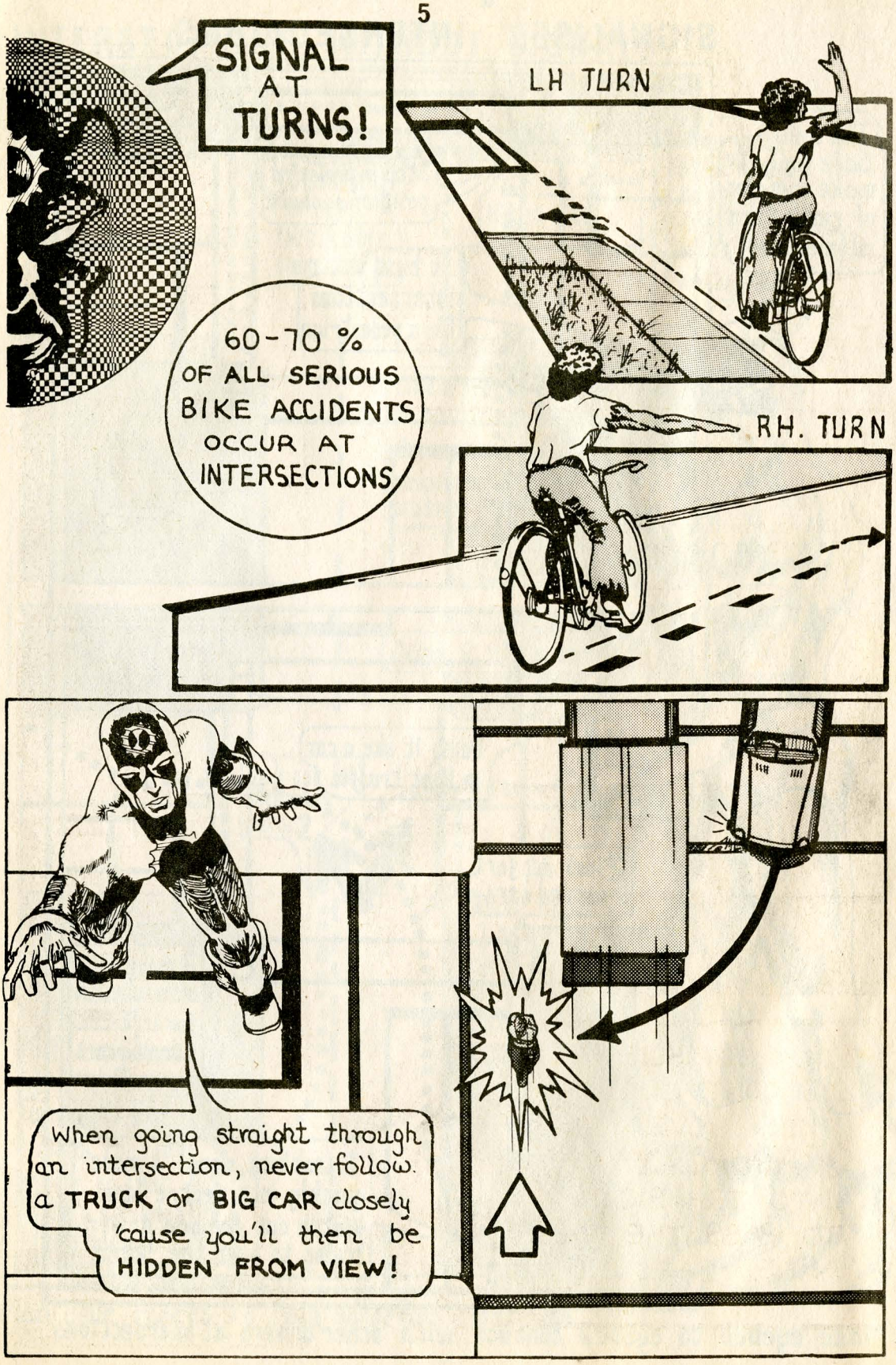

Boy, I'm sure glad he knows how to ride a bike safely. He's SIGNALING to move out of the lane instead of suddenly SWERVING out and giving me a heart attack!

..LOOK, ESTABLISH EYE CONTACT, THEN MOVE **GRADUALLY** INTO TRAFFIC TO PASS THE PARKED CAR.

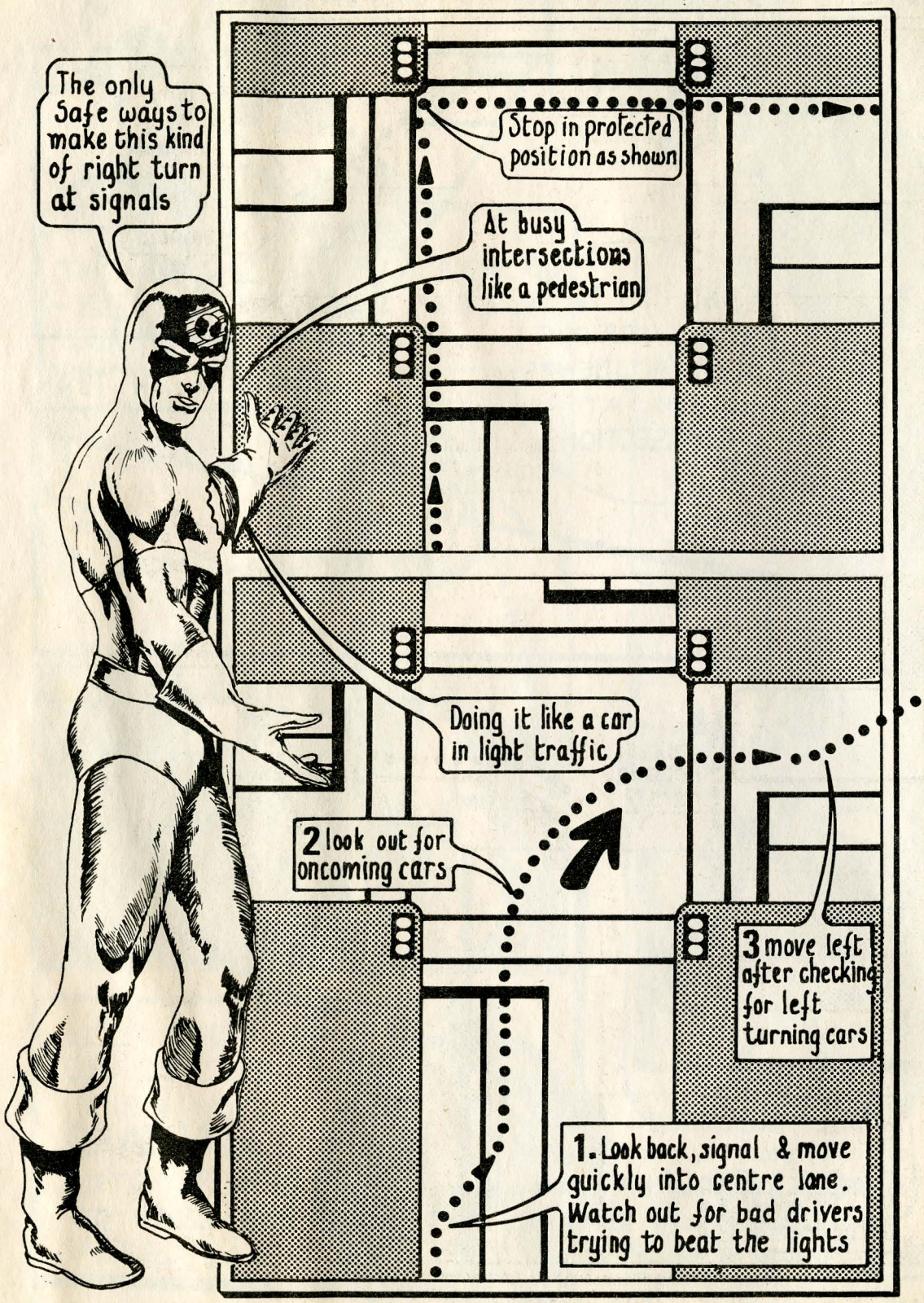






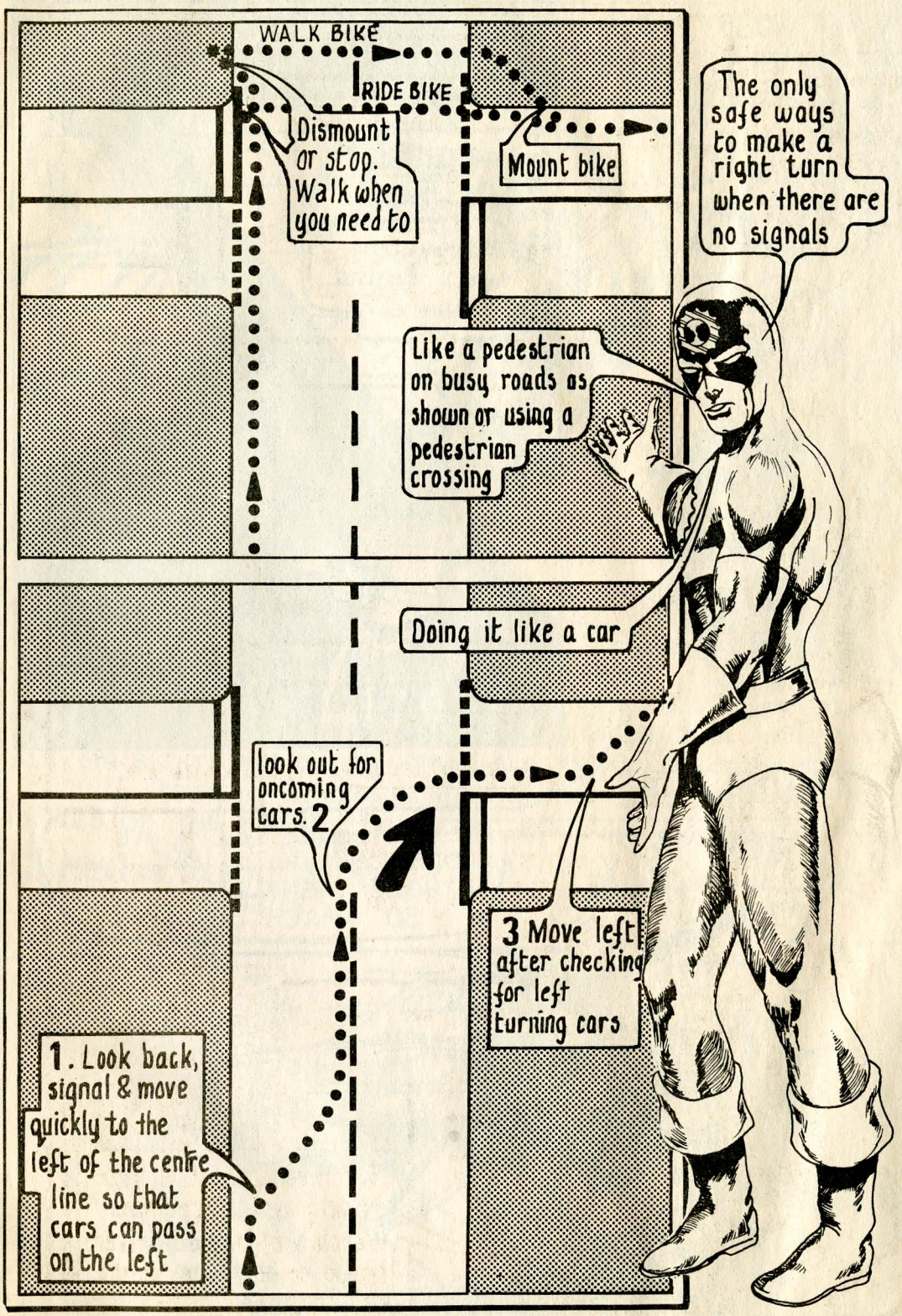

SIGNAL AT TURNS!
L.H TURN
60-70 % OF ALL SERIOUS BIKE ACCIDENTS OCCUR AT INTERSECTIONS
R.H. TURN
When going straight through an intersection, never follow a TRUCK or BIG CAR closely 'cause you'll then be HIDDEN FROM VIEW!

SIGNALISED INTERSECTIONS


The only Safe ways to make this kind of right turn at signals
Stop in protected position as shown
At busy intersections like a pedestrian
Doing it like a car in light traffic
2 look out for oncoming cars
3 move left after checking for left turning cars
1. Look back, signal & move quickly into centre lane. Watch out for bad drivers trying to beat the lights

Make eyeball to eyeball contact with other drivers at intersections.

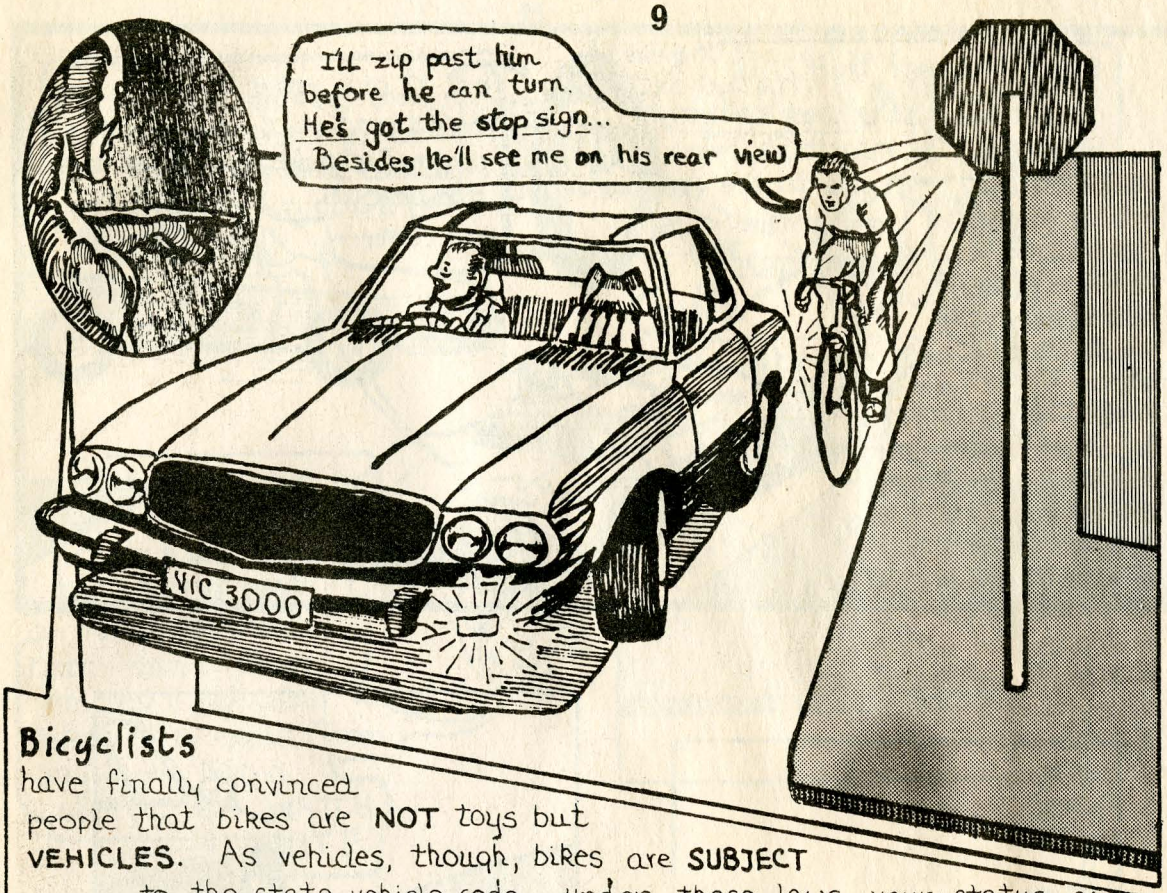
INTERSECTIONS WITHOUT SIGNALS


WALK BIKE
RIDE BIKE
Dismount or stop. Walk when you need to
Mount bike
The only safe ways to make a right turn when there are no signals
Like a pedestrian on busy roads as shown or using a pedestrian crossing
Doing it like a car
look out for oncoming cars. 2
3 Move left after checking for left turning cars
1. Look back, signal & move quickly to the left of the centre line so that cars can pass on the left

Plan your routes to avoid dangerous right hand turns.

WAIT YOUR TURN AT INTERSECTIONS! Whether you are going straight or turning left.... DON'T PASS A CAR ON THE LEFT!!
I'd better WAIT behind the car.
Oooo
YEOWPS!
The car beside you might SUDDENLY make a left turn WITHOUT SIGNALING. SO WATCH OUT!!

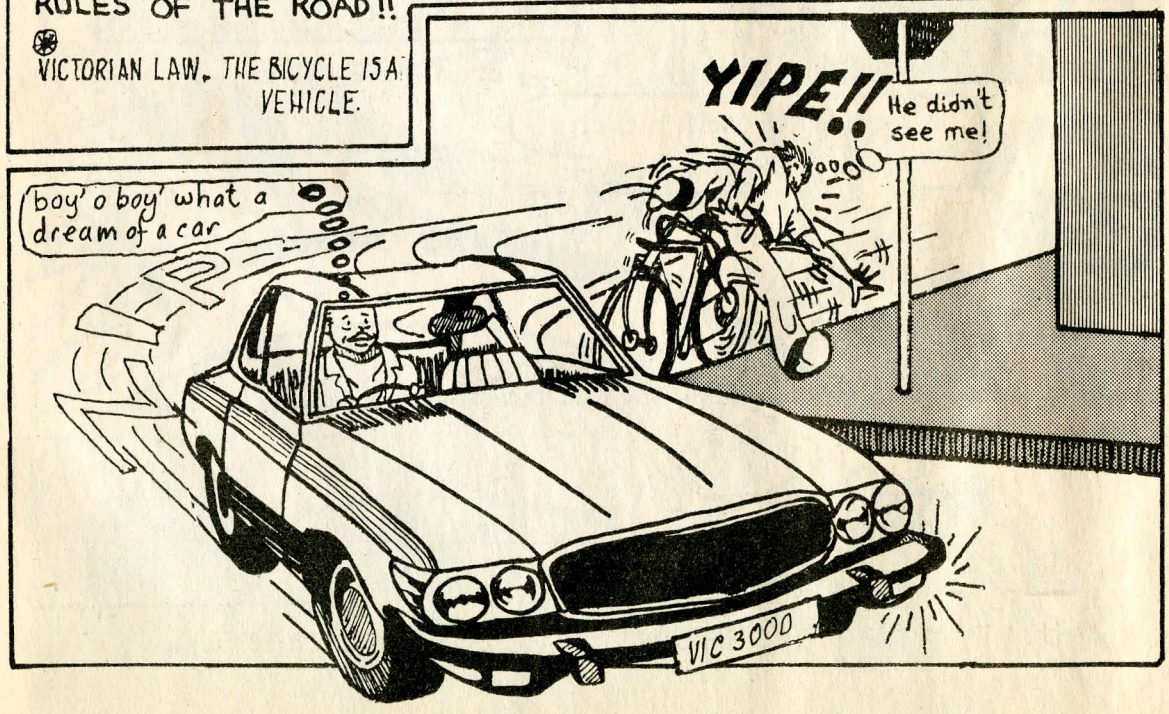
Better to be late in this world than early in the next

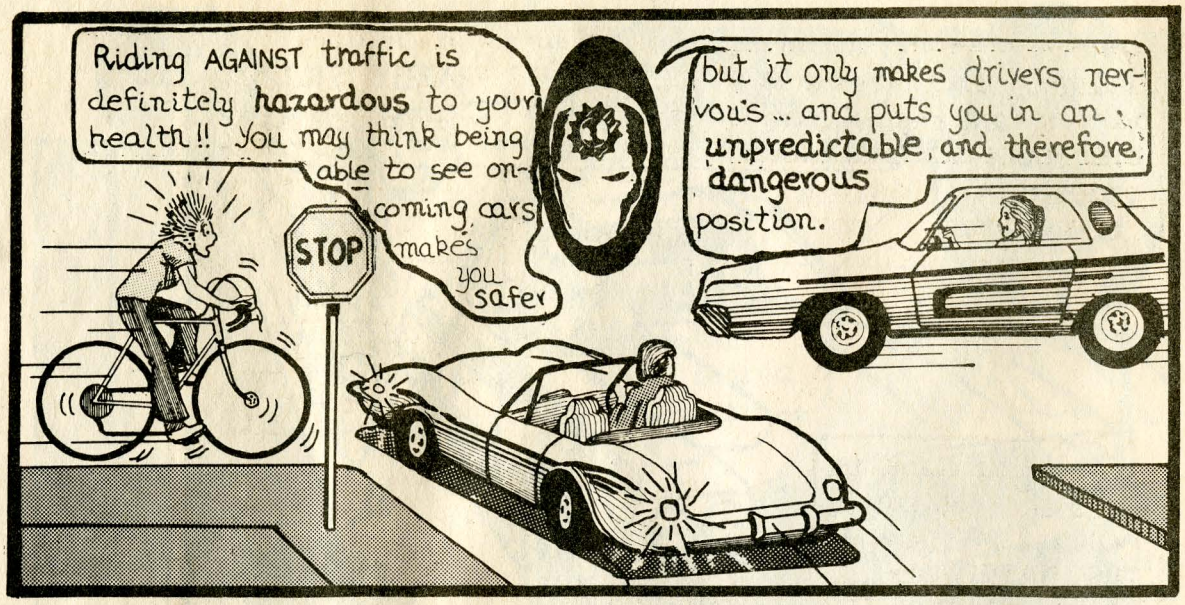


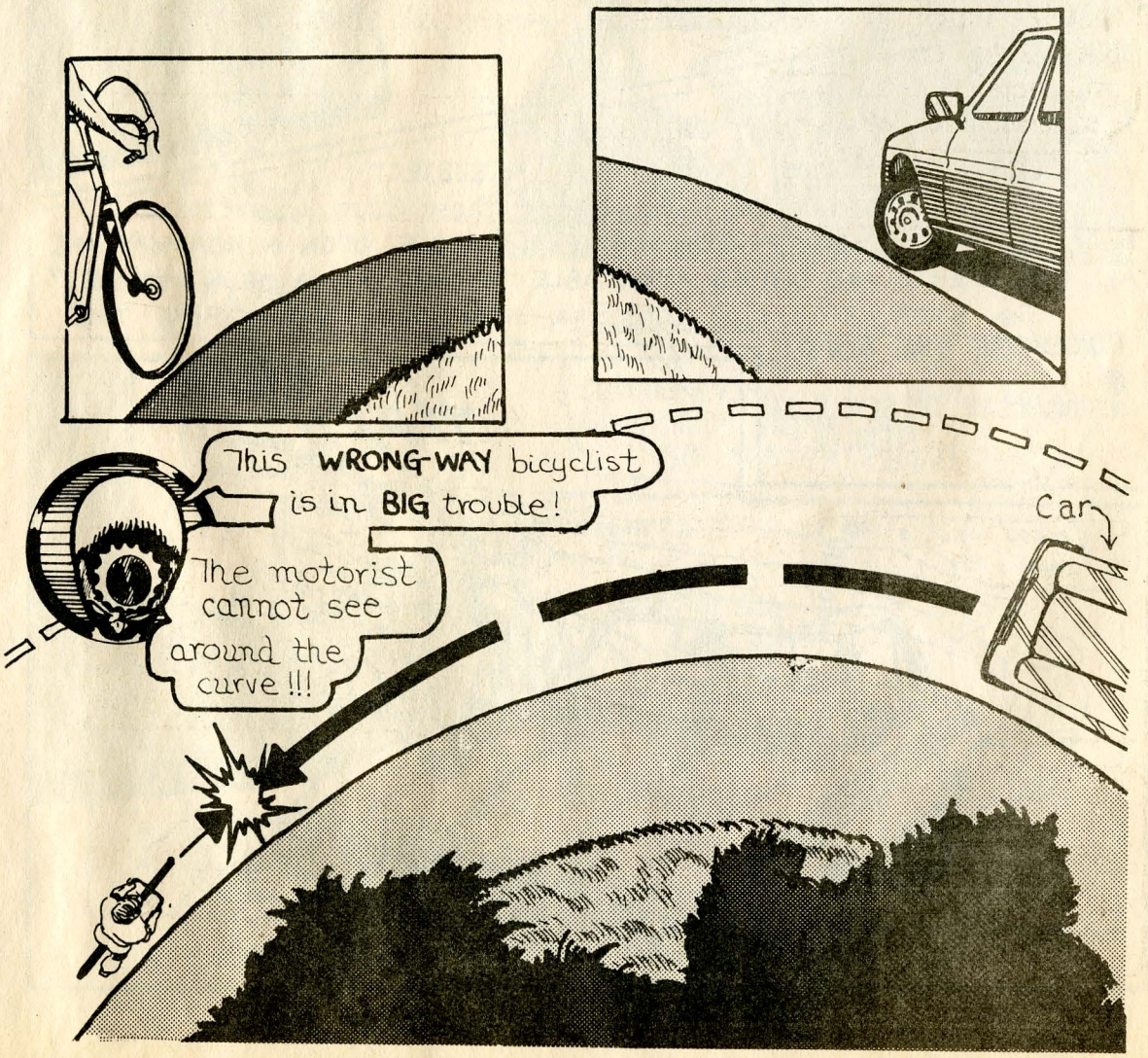
Bicyclists have finally convinced people that bikes are **NOT** toys but **VEHICLES**. As vehicles, though, bikes are **SUBJECT** to the state vehicle code. Under those laws, your status as bicyclist* is : **"EVERY PERSON RIDING A BICYCLE UPON A ROADWAY HAS ALL THE RIGHTS AND DUTIES APPLICABLE TO THE DRIVER OF A VEHICLE."**

So **STOP** at all stop signs and stop lights **AND OBEY THE RULES OF THE ROAD!!**

* VICTORIAN LAW. THE BICYCLE IS A VEHICLE.




Riding AGAINST traffic is definitely hazardous to your health!! You may think being able to see on-coming cars makes you safer
STOP
but it only makes drivers nervous... and puts you in an unpredictable, and therefore, dangerous position.


This WRONG-WAY bicyclist is in BIG trouble!
The motorist cannot see around the curve!!!
Car

Use the street and parking lane instead of the footpath and avoid pedestrian-bicyclist CONFLICTS !!

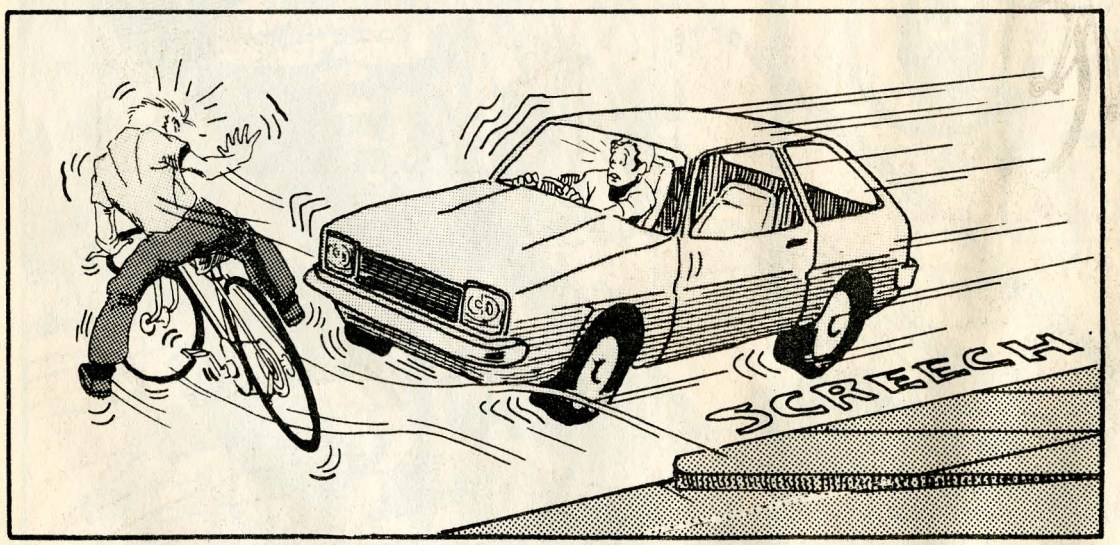
Hmmm.... Should I go on the footpath or on the street?

KEEP OFF GRASS

The street I guess... and leave the footpath to the peaestrian.

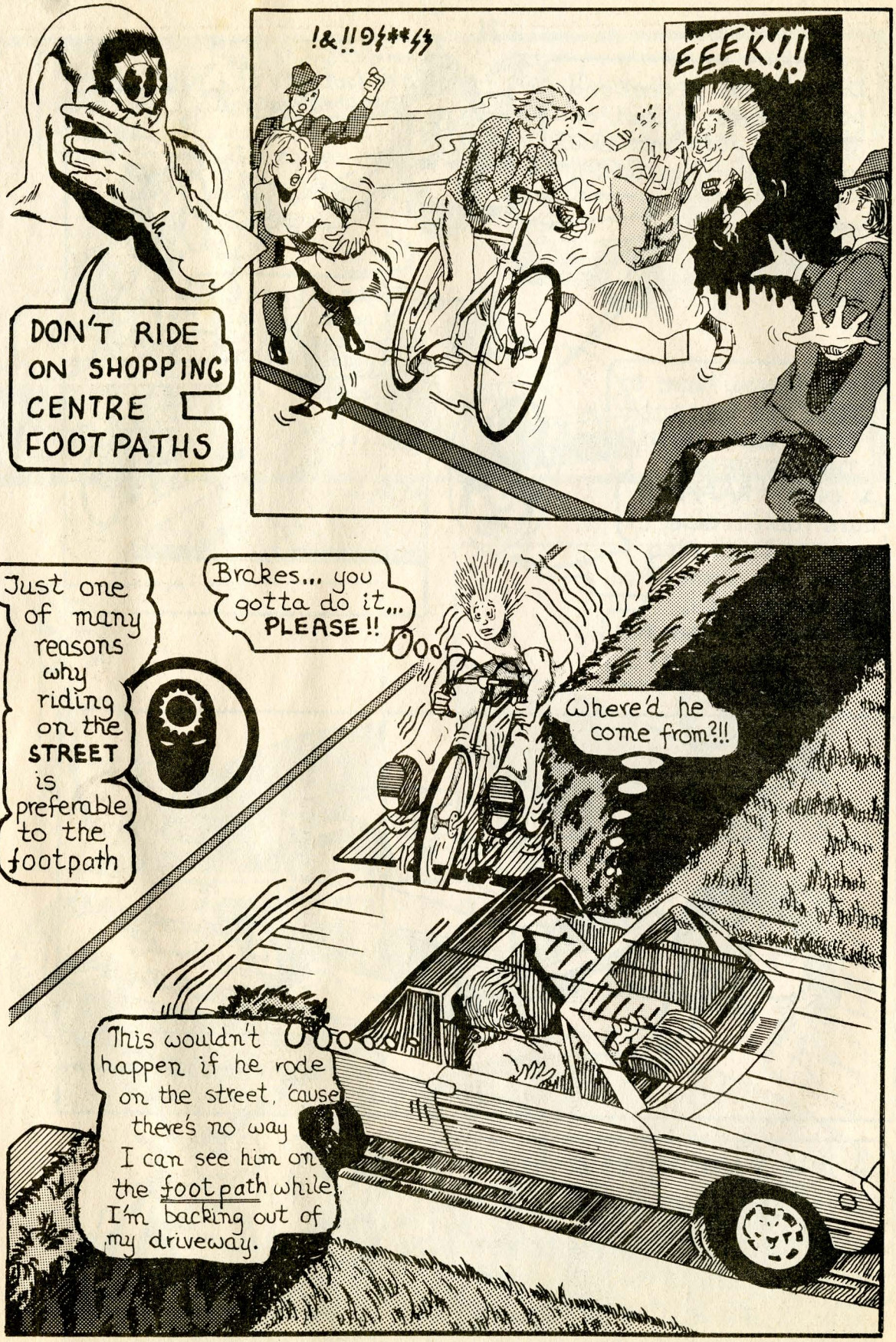
KEEP OFF THE GRASS!

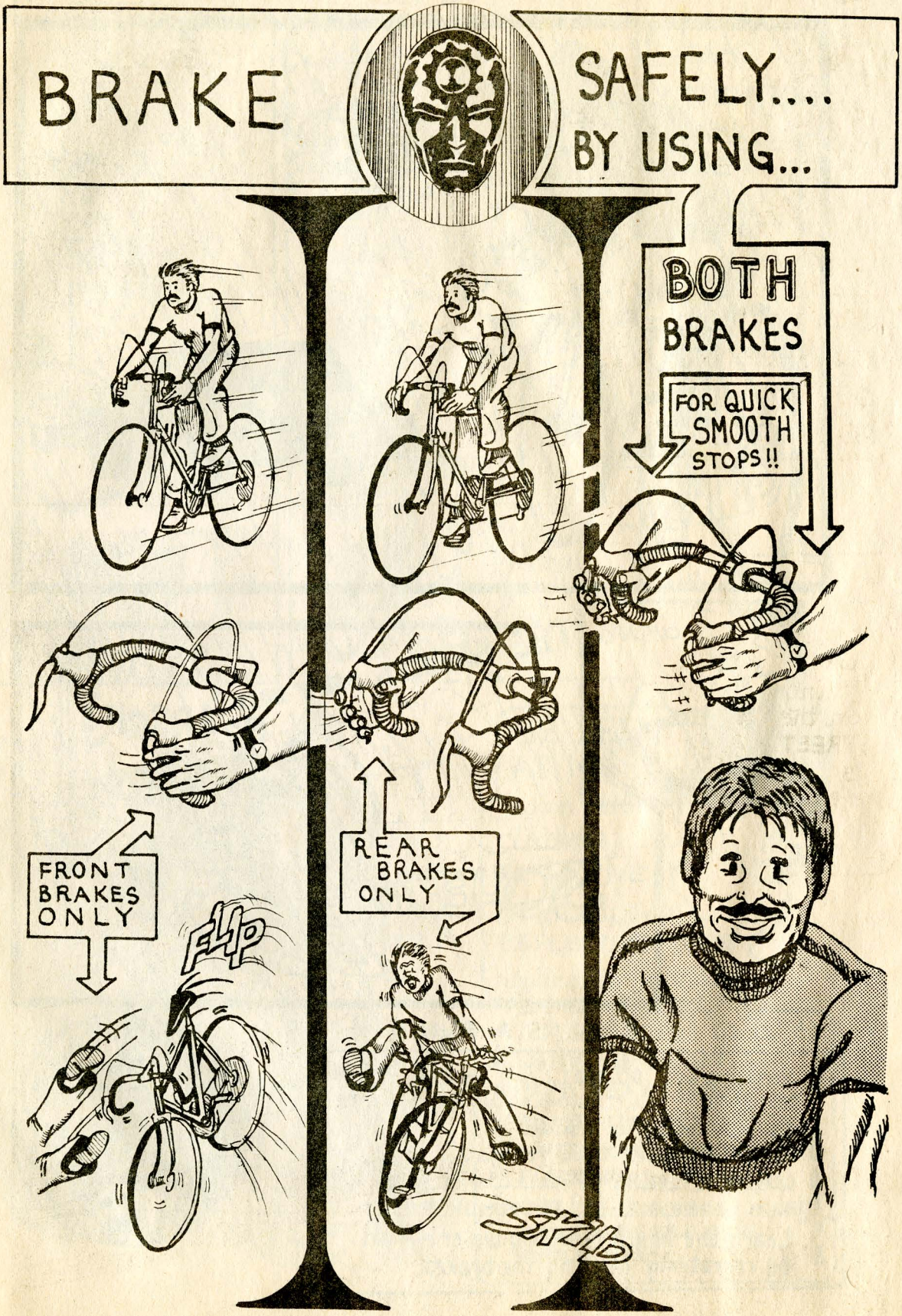
If you have to cross the footpath DON'T RACE DOWN THE DRIVEWAY INTO TRAFFIC !! Cars don't expect vehicles (including bikes) to come from anywhere but a street. SO WATCH OUT !!

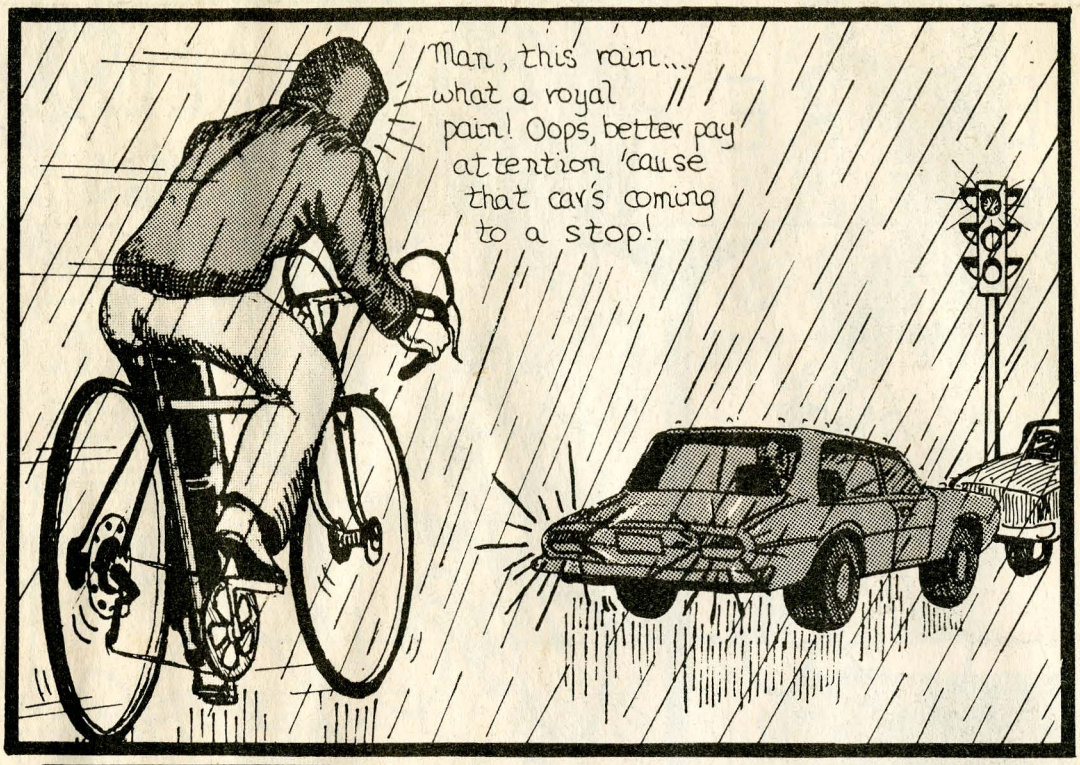


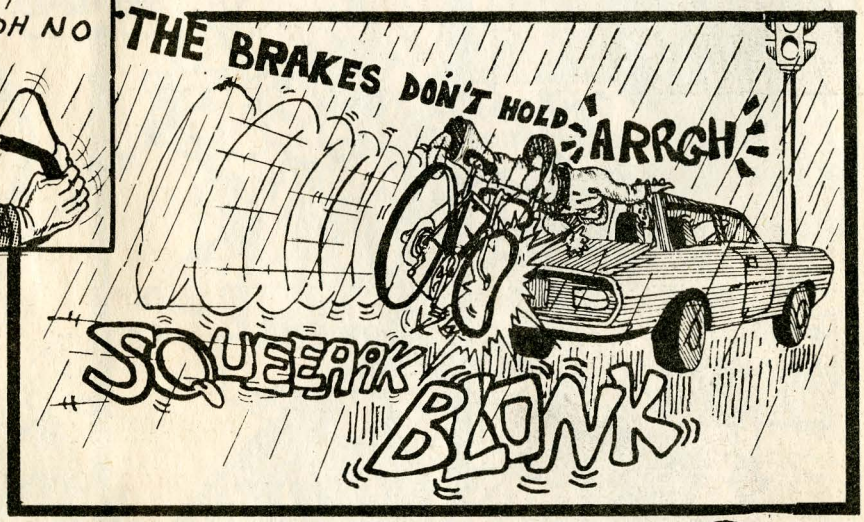
A note of warning to cyclists kerb cuts are for pedestrians who may **walk** their bicycles prams, wheelchairs or whatever.

Riding is illegal


DON'T RIDE ON SHOPPING CENTRE FOOTPATHS
!&!!9½**½
EEEK!!
Just one of many reasons why riding on the STREET is preferable to the footpath
Brakes... you gotta do it... PLEASE!!
Where'd he come from?!!
This wouldn't happen if he rode on the street, 'cause there's no way I can see him on the footpath while I'm backing out of my driveway.

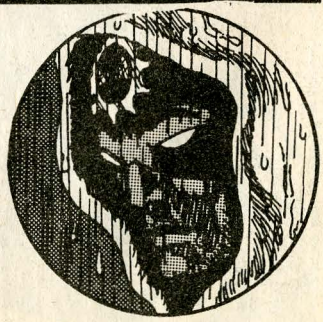

BRAKE
SAFELY....
BY USING...
BOTH
BRAKES
FOR QUICK
SMOOTH
STOPS!!
FRONT
BRAKES
ONLY
REAR
BRAKES
ONLY
FLIP
SKID

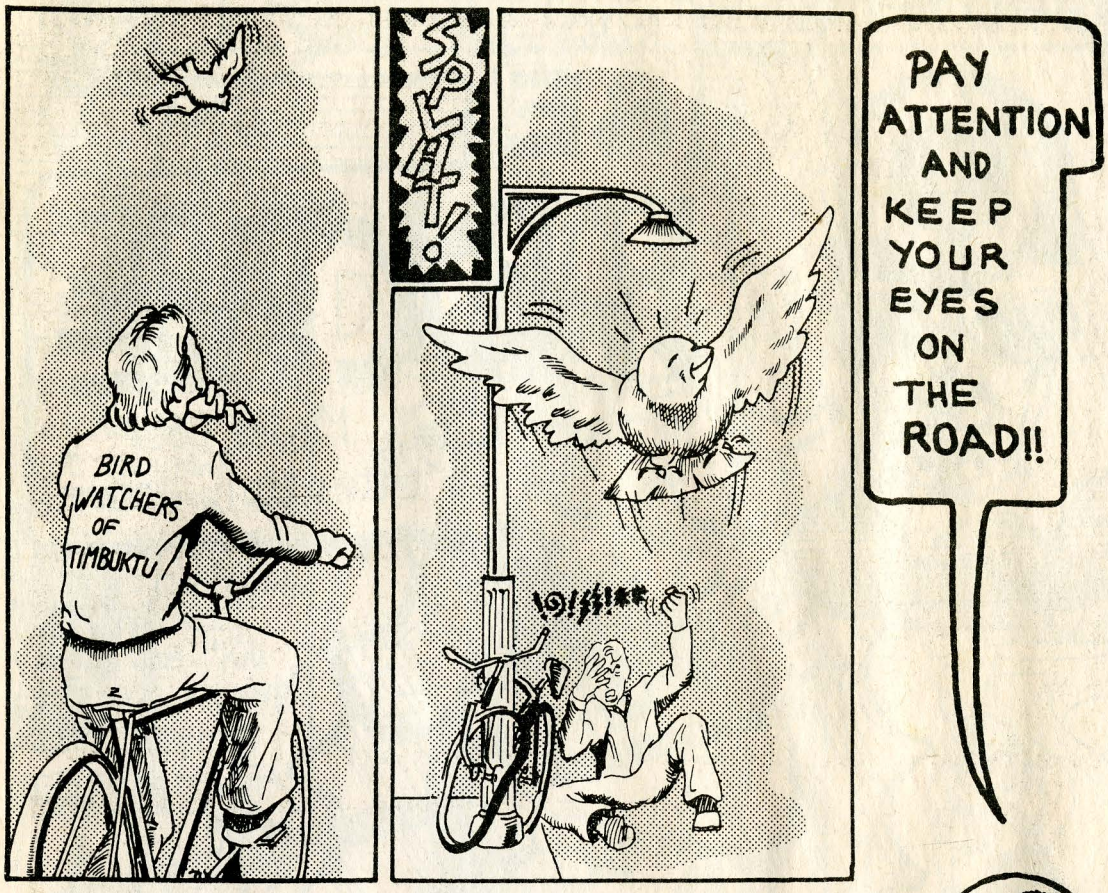




RAIN IS A PAIN !!

- Handbrakes **DO NOT** work well in rain. **BE SAFE** – start slowing down **3 TIMES** as far away as usual.
- Ride **SLOWER** than normal.
- Wear a **LIGHT** if visibility is poor.
- Use wheels with **ALUMINUM RIMS**.
- Learn the knack of wiping water off rims by repeatedly touching the brakes.




BIRD WATCHERS OF TIMBUKTU
SPLAT!
!@!$!**
PAY ATTENTION AND KEEP YOUR EYES ON THE ROAD!!

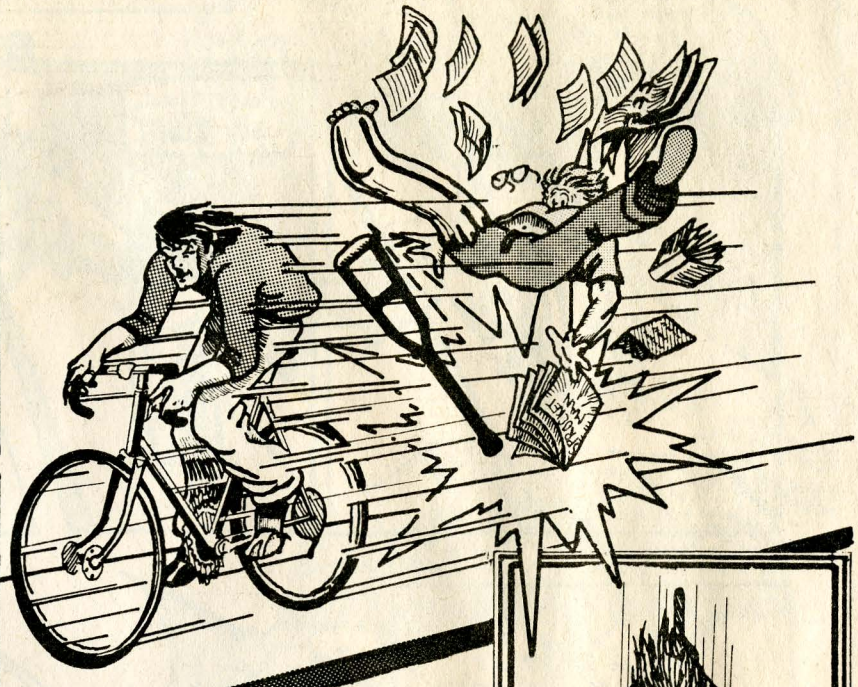
BE SEEN AT NIGHT!
Wear LIGHT CLOTHING. Use REFLECTIVE VESTS and/or REFLECTIVE TAPE applied to clothing.
Attach these to bike:
WHITE HEADLIGHT.
RED REARLIGHT.
REAR RED REFLECTOR.
WHITE OR YELLOW REFLECTOR ON PEDALS.
YELLOW (IN FRONT) AND RED (IN REAR) SIDE REFLECTORS.

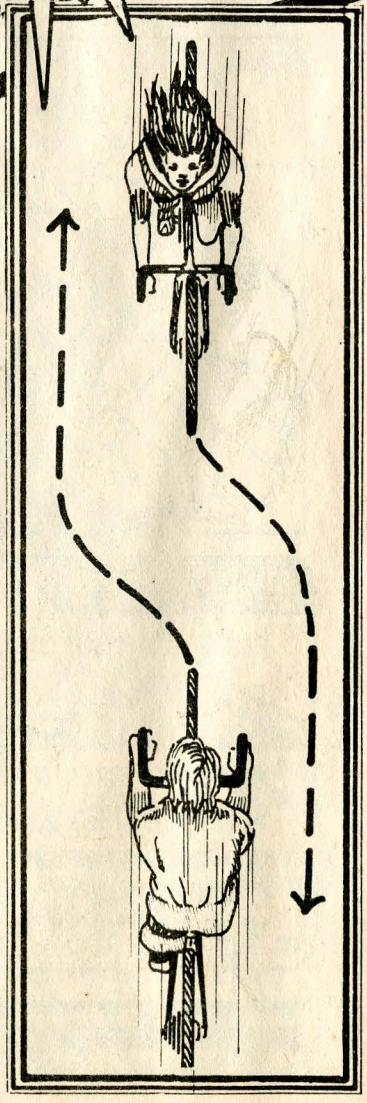
Remember, above all.....
BE PREDICTABE
in your riding !! Make your intention known!
LIGHTS AT NIGHT
I Live dangerously.....
RIDE WITH TRAFFIC
DON'T SWERVE !!
SIGNAL AT TURNS
OBEY ALL TRAFFIC SIGNS
YIELD
STOP

PEDESTRIANS HAVE THE RIGHT OF WAY!!

Play the GOLDEN RULE bit.... No matter how much you like to ride a bike, YOU'VE got to walk SOMETIME....

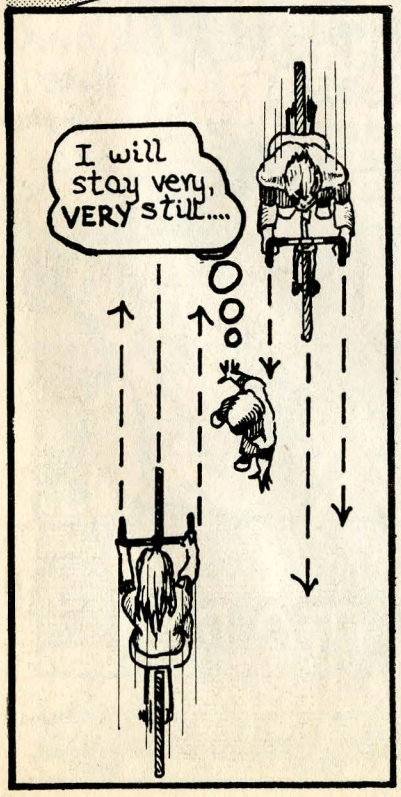
Besides, the person you hit may play the "AN EYE FOR AN EYE" later when he is driving his car.

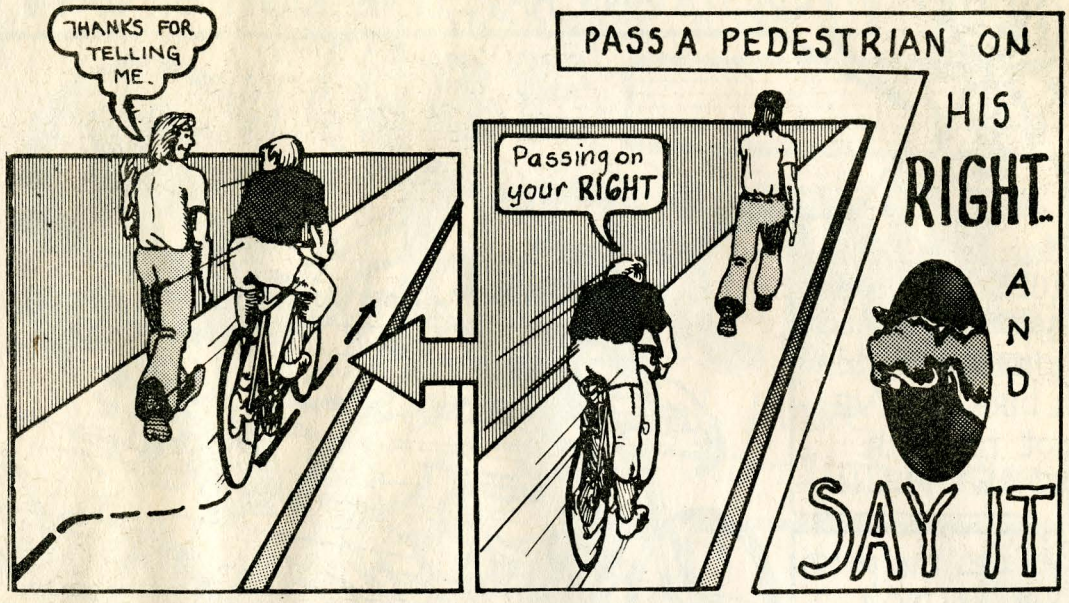


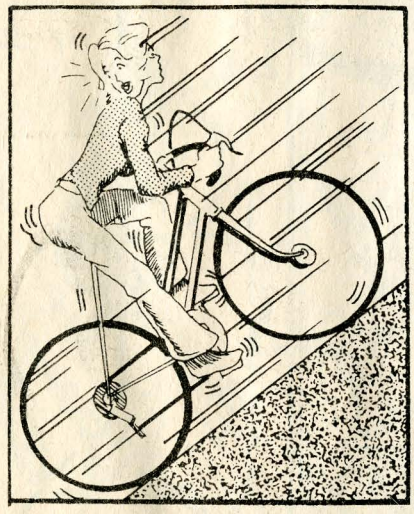


However, sometimes it's much easier for the walker to FREEZE than the bicyclists. The walker should let the bikes go straight through while he either stops or manoeuvers around the bike.

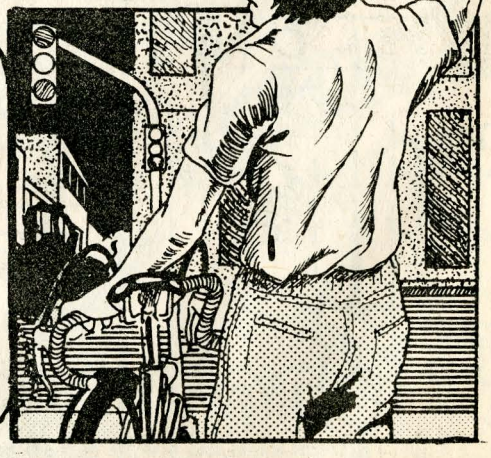
When coming HEAD-ON towards a pedestrian or another cyclist, GO TO YOUR LEFT!!





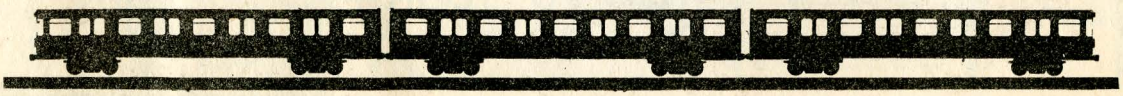


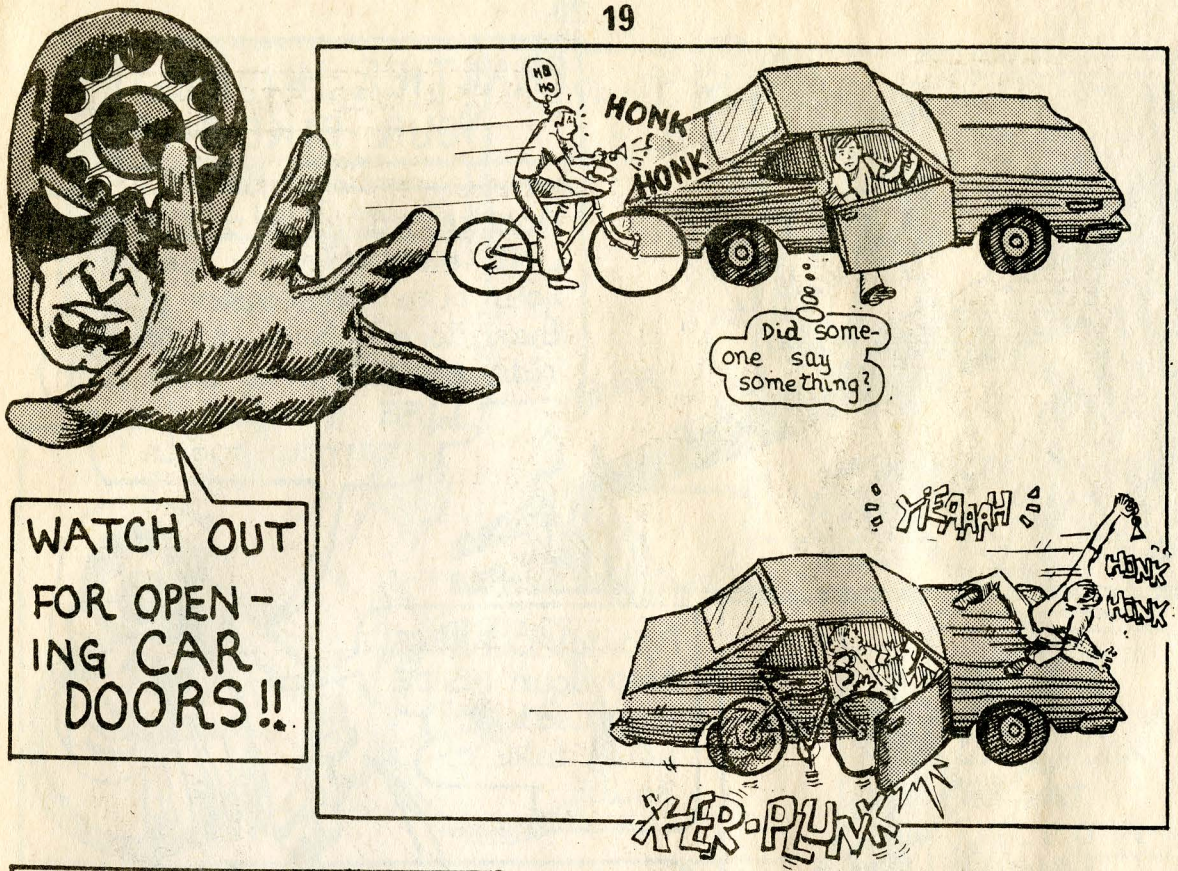
Be a pedestrian:
WALK YOUR BIKE
- when you're tired
- when a hill's too steep
- when an intersection is too complicated

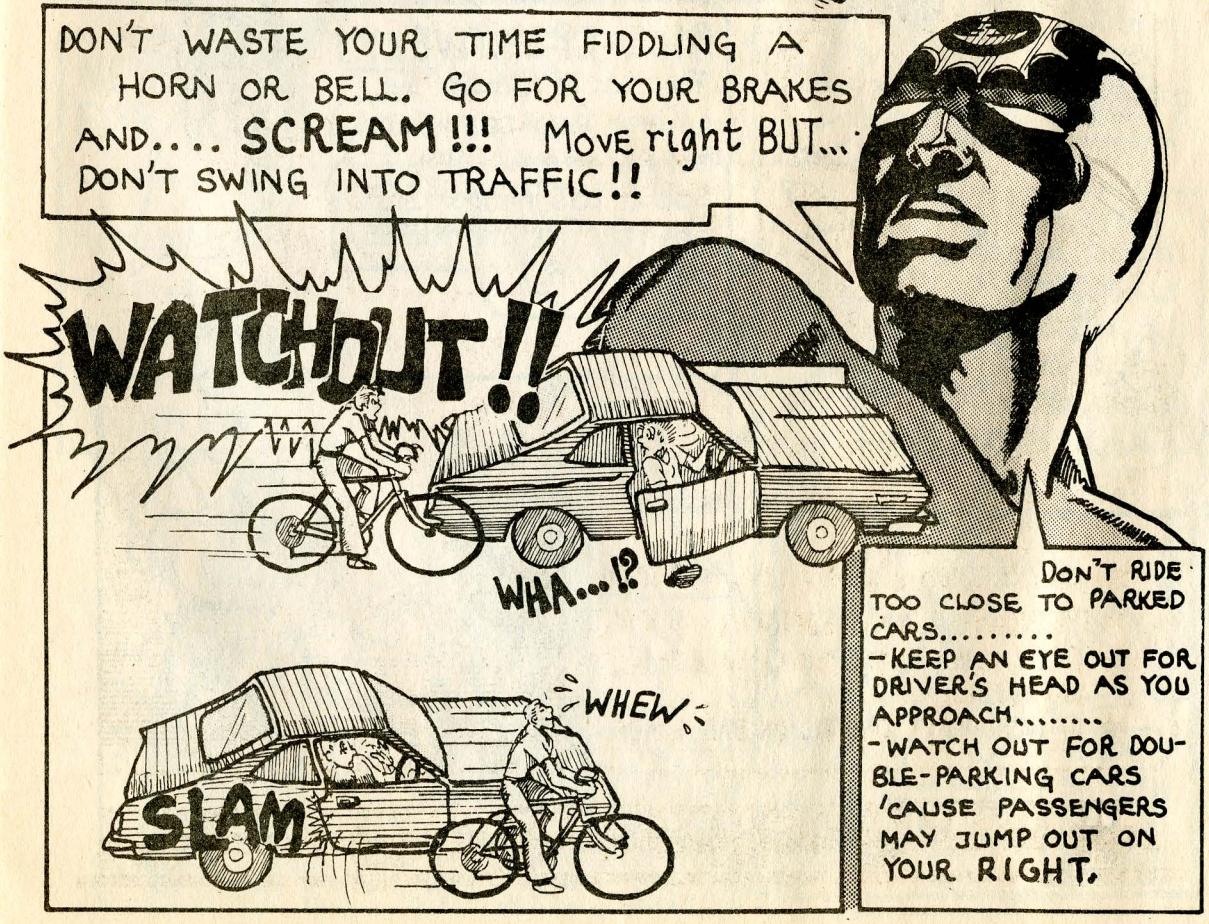


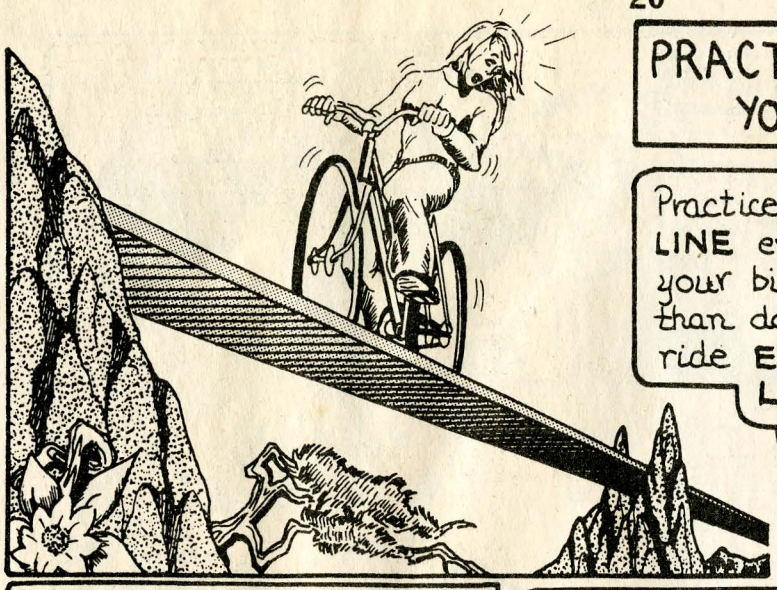
suburban trains. Outside of the peak hours its easy to put your bike on the trains anywhere in Melbourne for 50c. Do it when :–

★ YOU ARE TIRED & HAVE A LONG WAY TO GO
★ THE WEATHER IS BAD ESPECIALLY AT NIGHT.
★ AFTER 10 PM WHEN DRUNKS LEAVE PARTIES AND HOTELS.
★ TO AVOID HEAVY TRAFFIC ON BAD ROADS.




WATCH OUT FOR OPEN-ING CAR DOORS!!
HONK
HONK
HONK
Did some-one say something?
YEEAHH
HONK
HONK
KER-PLUNK


DON'T WASTE YOUR TIME FIDDLING A HORN OR BELL. GO FOR YOUR BRAKES AND.... SCREAM!!! Move right BUT... DON'T SWING INTO TRAFFIC!!
WATCHOUT!!
WHA...!?
WHEW
SLAM
DON'T RIDE TOO CLOSE TO PARKED CARS.....
-KEEP AN EYE OUT FOR DRIVER'S HEAD AS YOU APPROACH.....
-WATCH OUT FOR DOU-BLE-PARKING CARS 'CAUSE PASSENGERS MAY JUMP OUT ON YOUR RIGHT.

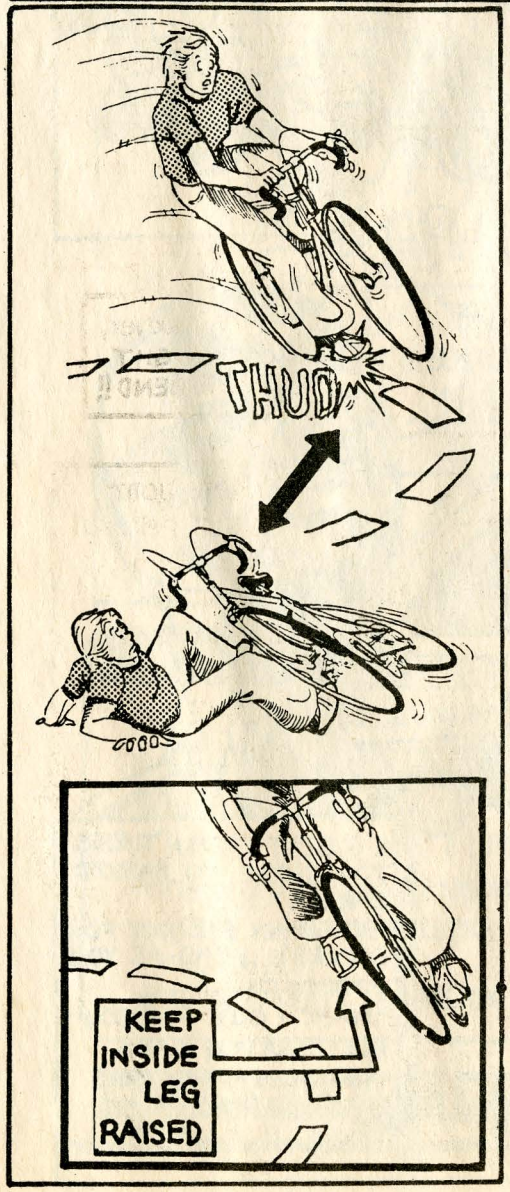


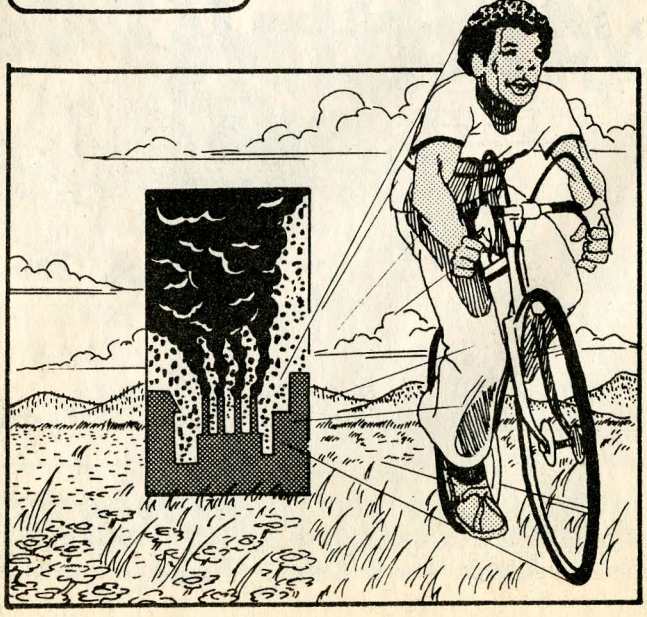
PRACTICE RIDING YOUR BIKE!!

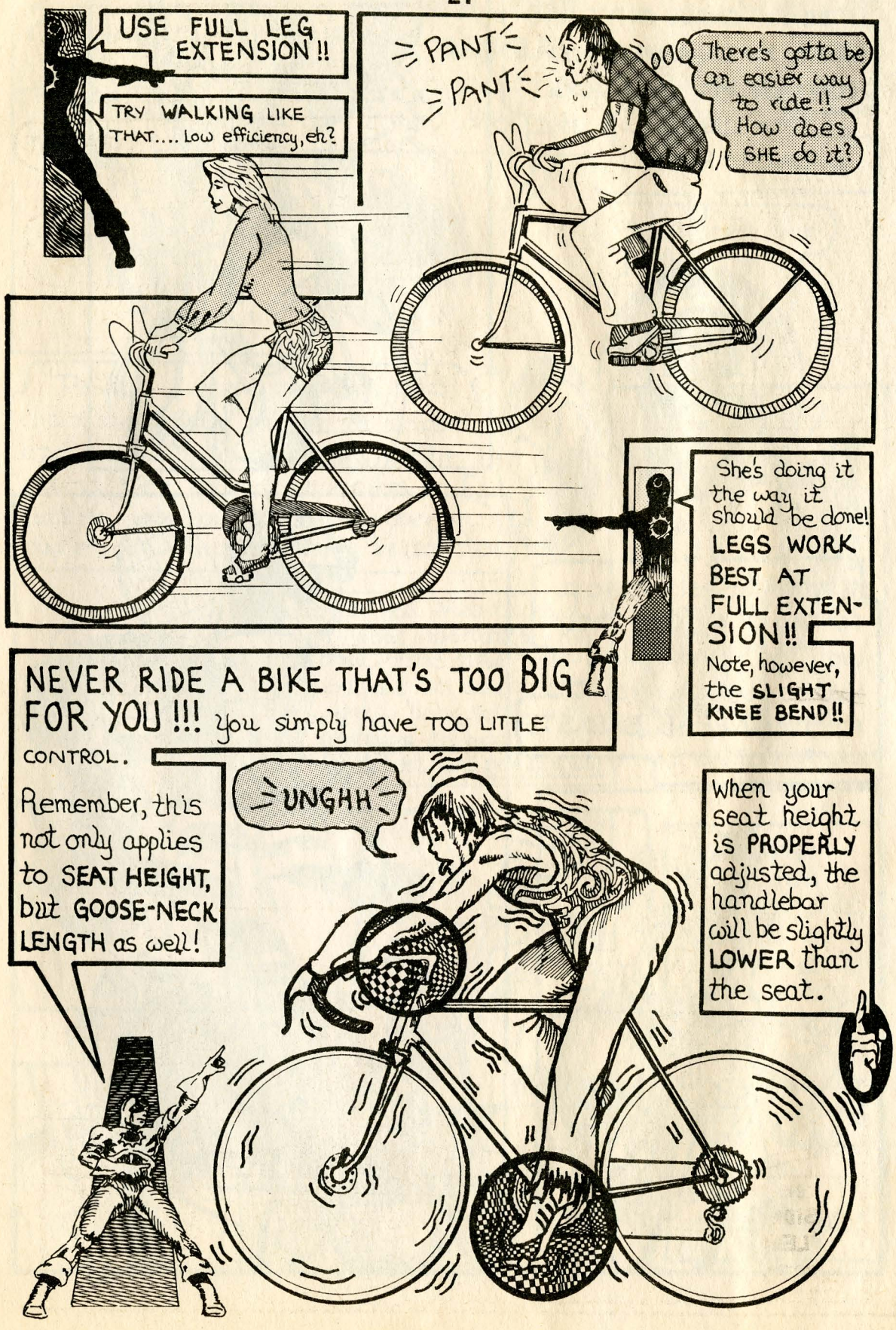
Practice riding in a **STRAIGHT LINE** every time you get on your bike (it's easier said than done). Knowing how to ride **EVENLY** may save your **LIFE**, especially on narrow roads!

Around **CORNERS**, keep your **INSIDE** leg raised or you'll take a spill!

RIDE CREATIVELY. Try back roads where few cars (and bikes) roam. You'll see a lot more and breathe a lot **LESS** pollution!

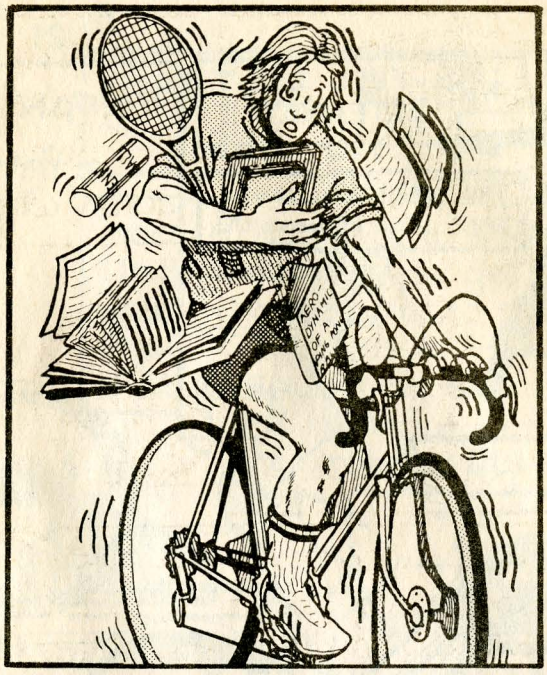


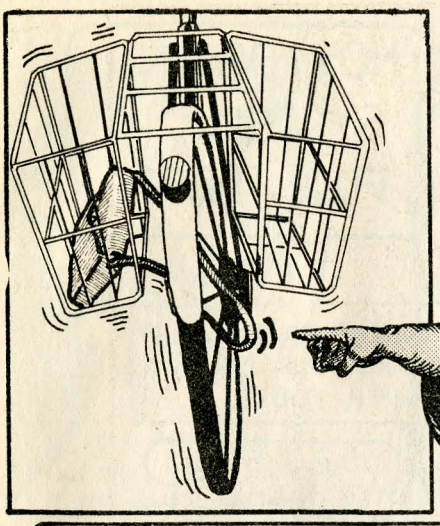



USE FULL LEG EXTENSION!!
TRY WALKING LIKE THAT.... low efficiency, eh?
PANT
PANT
There's gotta be an easier way to ride!! How does SHE do it?
She's doing it the way it should be done! LEGS WORK BEST AT FULL EXTENSION!! Note, however, the SLIGHT KNEE BEND!!
NEVER RIDE A BIKE THAT'S TOO BIG FOR YOU!!! you simply have TOO LITTLE CONTROL.
Remember, this not only applies to SEAT HEIGHT, but GOOSE-NECK LENGTH as well!
UNGHH
When your seat height is PROPERLY adjusted, the handlebar will be slightly LOWER than the seat.

"DON'T CARRY ANYTHING THAT MAY HAMPER YOUR CONTROL OF YOUR BIKE!" Plan ahead and use a BACK-PACK!!

Front baskets have a center of gravity that's way too high.... which makes for awkward steering. REAR BASKETS work better!

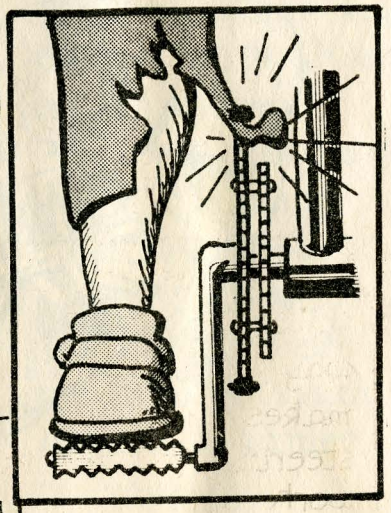




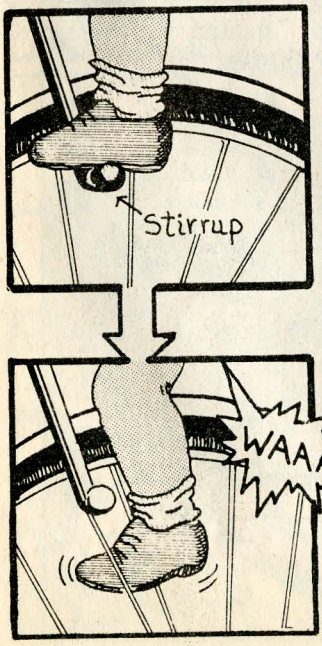
WATCH OUT for objects that may **DANGLE**, like a purse strap or chain.... they will **CATCH** in your wheels!!

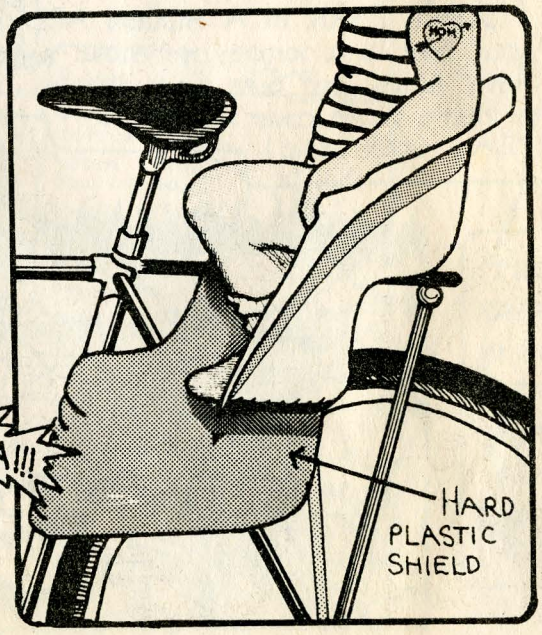
This goes for **PANTS** as well!

Pants, when caught in bike chain, can **easily** lead to an accident... and assuredly to dirty cuffs. When riding, then, roll up your cuffs, or tuck 'em into your socks, or better yet... clip 'em in with those nifty trouser **clips.**

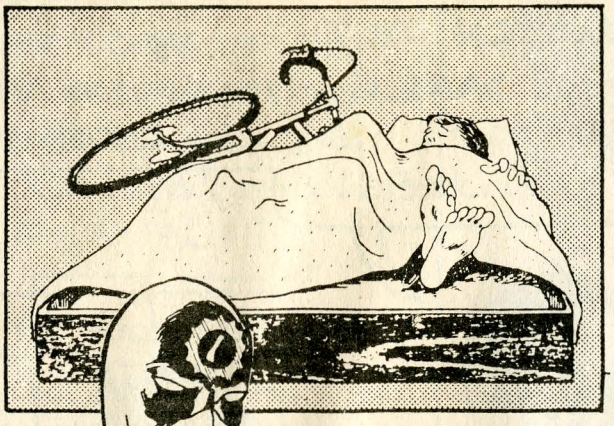


And for you PARENTS... or rather – more importantly – for the child, make **SURE** their feet will not be caught in the wheels. Baby seats with only **STIRRUPS** to support the baby's feet are **DANGEROUS!**





WARNING:
If you fall with your child, the child is likely to strike NASTY surfaces with his or her HEAD!
In fact child seats have been known to fall off MOVING bikes with child ATTACHED!



NO LOCKING SYSTEM IS FOOL-PROOF !!

WHENEVER POSSIBLE, TAKE YOUR BIKE WITH YOU !!

Otherwise, park in a **HIGHLY VISIBLE** location.

AT THE VERY LEAST, use a heavy chain (5mm alloy) or 6mm cable and a good padlock. **NEVER** use a flimsy combination lock and chain !!

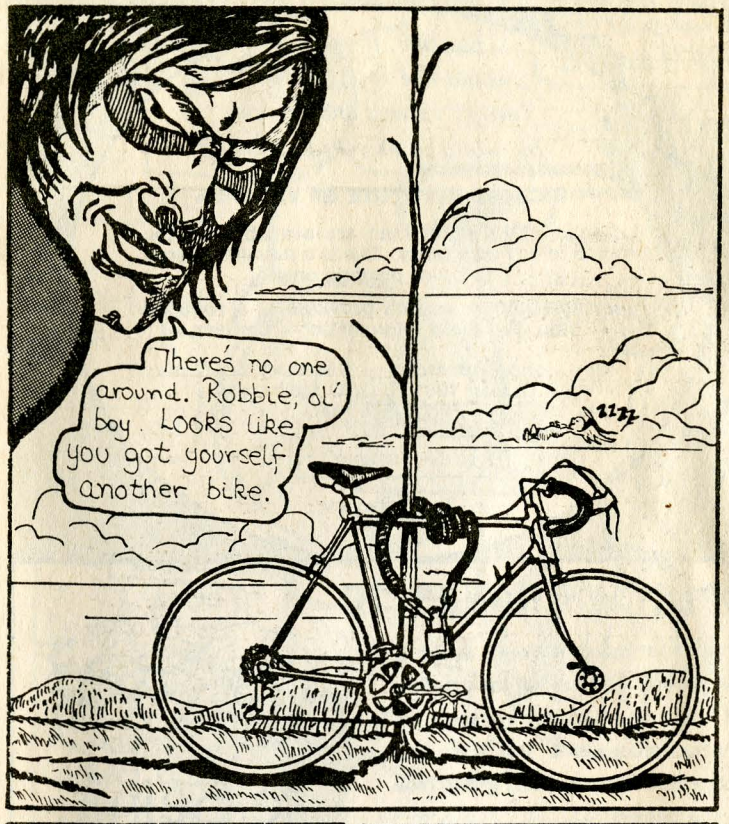
REGISTER your bike! If it does get stolen, you can recover it much more easily.

For further details send stamped self-addressed envelope to BICYCLE REGISTER CO,. P.O. Box 306, Cheltenham, 3192.

DON'T PARK IN A HIDDEN AREA! "Hiding" your bike in a garage or behind some bushes never hides your bike from thieves. It just gives them more cover while they **STEAL** your bike!

Would you believe.....?

And **DON'T PARK NEAR DOORS OR IN OPEN PLAZAS** where people might fall over your bike !



SAVE A TREE
Robbie, if there are any more of these "secure" bikes running around, I think we've got ourselves a most happy hunting ground.

Save a tree and your bike !!

Don't lock your bike to a sapling.

And **DON'T EVER** lock your bike to itself !!

Every time you lock your bike, follow these **RULES :**

① Put the chain through **BOTH** wheels and the frame.

② Then put the chain around a **SOLID, STATIONARY** object.

③ Be sure to keep your lock well off the ground (which makes it harder to snap)!

THANK YOU, IT'S BEEN A PLEASURE HELPING YOU BECOME A SAFER CYCLIST. AND NOW I'D LIKE TO THANK THE PEOPLE WHO MADE ME POSSIBLE.....

ACKNOWLEDGEMENTS:

...AND MAY THE WIND ALWAYS BE AT YOUR BACK.

USA CONTACT

The publishers of the U.S. version can be contacted through Vince Darago, U.S.E.R.. P.O. Box 19112, 20th Street Station, Washington DC 20036 U.S.A.

But first, if you would like to help good people expand and improve the world of bicycling, contact

BICYCLE INSTITUTE OF VICTORIA

Copies of Sprocket man are available for 25c each to any distributor. This is a nominal charge to cover postage only.

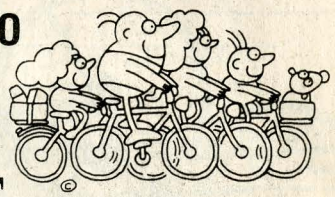
Multiple copies can be provided at a reduced rate. For more information — Contact:—

John Drummond — Secretary BIV
P.O. Box 1961 R. GPO Melbourne
Phone 354 8170

I.S.B.N. 0 9596969 1 1

SPECIAL THANKS TO

The Department of Youth Sport & Recreation who funded the printing of the Australian version of 'Sprocket man' & U.S.E.R., the American Bicycle safety group (see notes below).



M Life. Be init.

Background for teachers and distributers

The American version of this comic was published in 1975 by the Urban Scientific and Educational Research Inc (U.S.E.R.) and it was designed for Stanford University cyclists.

250,000 have been distributed in the USA and U.S.E.R. now have a contract with the U.S. 'Consumer Products Safety Commission' to revise 'Sprocket man' for nationwide distribution. The Australian version is nearly the same as the U.S. version but the drawings have been reversed as Australians drive on the other side of the road and the road markings are different.

Sprocket man will be evaluated as a teaching aid by secondary school teachers, and be part of the experimental bicycle safety programmes being tested for statewide application in Geelong. It is **not** suitable for primary school children because they cannot cope with "motorist type" right hand turns shown on pages 5, 6 & 7 and they should be instructed to do box turns'.

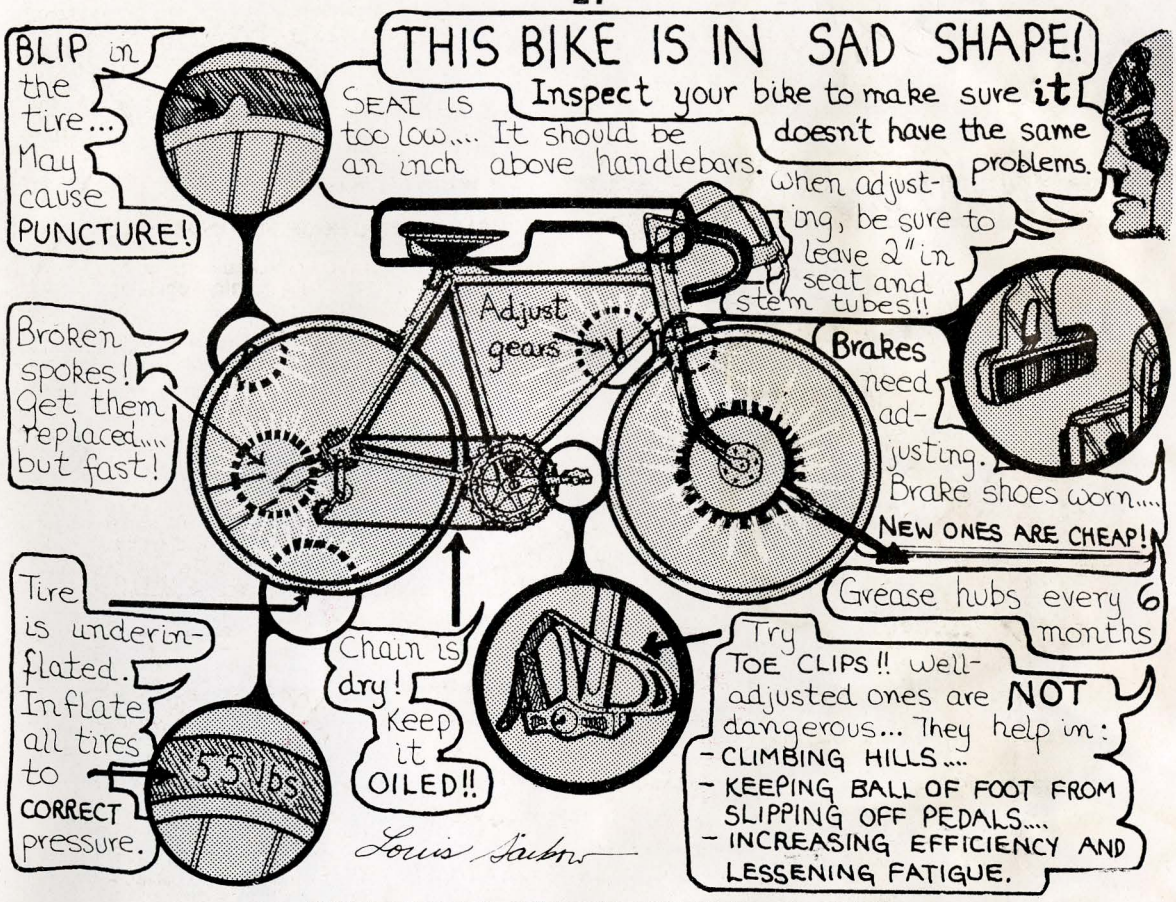
The use of comics for traffic safety education in schools has great potential, but there are legal hassles to be overcome. Road law relating to cyclists is badly in need of revision, and puts the BIV., teachers and police in the embarrassing position of telling children to do things that are technically illegal, but safe.

For instance on page six the 'box turn' recommended as an alternative for cyclists at signalised intersections. Most experienced cyclists have been doing 'box turns' for years and the great majority of police never object as they recognise how safe this illegal turn is in heavy traffic. Victoria's Chief Secretary has the law under review and 'box turns' are likely to be made legal soon. Also both the Geelong Bike plan and the Federal A.T.A.C. committee both recommended 'box turns' be made a legal alternative to the present right hand turn.

On page 18, a cyclist is shown on the footpath behaving courteously to a pedestrian. The B.I.V. does not support footpath riding but recognises that there are too few police to do anything about it and the real problem is to get cyclists to behave better towards pedestrians. The dangers of footpath riding, are shown on pages 11 and 12.

Suggestions for future editions should be sent to this writer who prepared the art work and adaption for Australian conditions.

Alan A. Parker Hon. Research Officer B.I.V.
1A Packer Street, Murrumbeena, Vic. 3163
PHONE: 56 2194.


THIS BIKE IS IN SAD SHAPE!
Inspect your bike to make sure it doesn't have the same problems.
BLIP in the tire... May cause PUNCTURE!
SEAT IS too low.... It should be an inch above handlebars.
When adjusting, be sure to leave 2" in seat and stem tubes!!
Adjust gears
Broken spokes! Get them replaced.... but fast!
Brakes need adjusting.
Brake shoes worn.... NEW ONES ARE CHEAP!
Grease hubs every 6 months
Tire is underinflated. Inflate all tires to CORRECT pressure.
55 lbs
Chain is dry! Keep it OILED!!
Try TOE CLIPS!! Well-adjusted ones are NOT dangerous... They help in:
- CLIMBING HILLS....
- KEEPING BALL OF FOOT FROM SLIPPING OFF PEDALS....
- INCREASING EFFICIENCY AND LESSENING FATIGUE.
Louis Sachar

CHECKING YOUR BICYCLE

WHEELS

Pick up bike by saddle and spin rear wheel forward
- it should spin freely without
  1) wobbling
  2) hitting either brake block
  3) slowing down super fast

Pull on rear brake lever to stop wheel
- brake should have plenty of power to spare, apply smoothly without jerking and hit rim squarely

Release the lever
- the brake should spring out immediately

Look at brake blocks
- are they
  1) worn, cracked or crumbly?
  2) both an equal distance from the rim?

Push wheel back and forth toward one brake block and then the other
- the wheel will give, but there should be no play

Look at the tread of the tire all around
- there should be neither worn-through patches nor bulges

Check inflation pressure

Pick up bike by handlebars and repeat for front wheel

FRONT END

Stand in front of bike, hold wheel tightly between knees
- try to twist handlebars
  they shouldn't move
- try to pull handlebars up and down
  they shouldn't move
- try to twist brake levers
  they shouldn't move

Stand beside bike, lift frame near handlebars
- front wheel should fall freely to the side

Try to roll bike forward and back with front brake locked
- there should be no play where the fork enters the frame

Ends of handlebars protected?

FINISHING UP

Try to twist or tilt saddle
- it shouldn't move

Wipe off reflectors; are they attached securely?

If rollers on chain are shiny or if side plates are rusty
- lubricate your chain!

If when pedaling, you feel a clunk every time around
- stop immediately, get help

Take your bike to a bike shop at least once a year for a tune-up and safety ckeck.

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